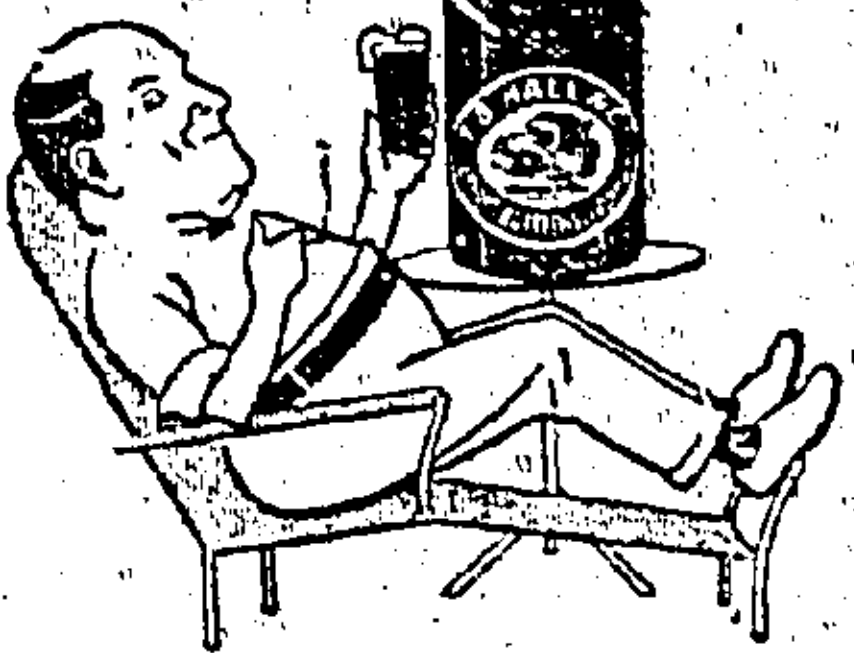


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OUR LONDON LETTER.

VISITORS FROM OVERSEAS AND
LONDON HOTEL CHARGES.MR. RAMSAY MACDONALD AS THE
GUEST OF THE KING AND QUEEN.

[FROM OUR OWN CORRESPONDENT.]

LONDON, May 1st.

THE PRIME MINISTER AT WINDSOR.

Mr. Ramsay MacDonald and his daughter, Miss Isabel MacDonald, have been spending the week-end at Windsor as the private guests of the King and Queen. This in a sentence expresses more eloquently than many columns could do the change which has come over the spirit of the time in which we are living. One might discuss it from the point of view of the orientation of British Labour politics. Who could have imagined even a few years ago that such a thing would come to pass—that a Labour Socialist and his daughter would be privately entertained at Windsor Castle?

But this is not in my humble opinion the most important point, novel and important though it be. What is noteworthy above all else is the fact that the visit is the outward and visible sign of the adaptability of the Monarchy in this country. Moreover, it is also proof of the adaptability of the Socialist movement in this country. It must surely make Moscow despair! But it will carry a lesson to others besides the Bolshevik oligarchy. In this land of free institutions there is the incomparable power of accommodation to popular ideas. King George sheds a new honour upon his exalted office by what he has done in this matter; and he shows himself as a steady influence in our system of constitutional government.

IN OTHER DAYS.

This at all events is how the incident strikes a large section of opinion in this country. To appreciate the position fully one has only to recall that Queen Victoria, as Mr. Buckle tells in his "Life" of Lord Beaconsfield, while Mr. Gladstone was in power used to receive constantly from his great rival, Disraeli, letters of advice and counsel. She sent for Lord Hartington and Lord Granville to try to persuade them to form a Government rather than have Gladstone at the helm after his Midlothian triumph of 1889.

That was only forty years ago. Such a thing seems impossible now. King George is prepared to accept the verdict of the elected representatives of the people who by vote in the House of Commons placed Mr. MacDonald in the Premiership. He is prepared to exercise his Royal authority only in strict deference to the will of the majority in the Parliamentary sense. With such a King on the Throne there can be no room for revolutionaries to make mischief. The Red Flag gentry will wave their coloured emblem in vain.

MISS MARIE CORELLI.

Miss Marie Corelli, whose death is announced, provides a good illustration of the kind of writer whose fame is fleeting, being based on the passing fashion or mood of the hour. Some twenty odd years ago her books sold like the proverbial hot cakes; they were in demand at home and abroad. A Corelli novel was almost the first taste of literature soldiers wounded in the South African war asked for when they were able to read after a spell in hospital. They were also read in the home and in the train.

The special gift possessed by Miss Corelli was that she was able to put into the guise of a novel questions about life and religion which thousands were thinking in the 'eighties and 'nineties. But who cares now? Her books are in the lumber-room. Her novels, like many other popular institutions of the last generation, are only names and mean nothing at all to men and women who have passed through the testing time of the Great War.

I have a vivid recollection of Miss Corelli at the period when she was a "best seller." I met her at a luncheon party, and she was dressed in a tight-fitting pink costume, which gave her a rather odd appearance, for she was very short and stout, with fluffy fair hair, and a high colour. She always dressed younger than her age, although what her age was is a secret known only to the Registrar-General.

NO NEED OF A HUSBAND.

There are very few personal anecdotes connected with Miss Corelli. She was somewhat too assertive to contribute to the gaiety of the world, and her friendships were few. To oppose her in any way was to forfeit her good-will, and most people had occasion to oppose her at some time or other. But one story relating to the time when the Suffragettes were much in evidence is worth recalling. She proclaimed her belief that "mad" was, and would always remain, the superior of woman.

Thereupon she was asked why, if she thought so highly of the male sex she had never married. "There is no need," she replied, "for I have three pets at home which, together, answer the same purpose as a husband. I have a dog which growls every morning, a parrot which swears all the afternoon, and a cat which comes home late at night."

LABOUR PARTY AND THE LIBERALS.

The newspapers have been publishing a good deal about the unfortunate position of the Liberal party at the present time. We are assured that the traces between Mr. Asquith and Mr. Lloyd George will soon come to an end. There is trouble among the rank and file. A new leader with plenty of energy and an out-and-out fighting man is called for. Of course, no serious political writer would venture to predict what may, can, or will happen to the Liberal party, because for one thing the Liberals are on the slippery, slippery slope on which they stepped when they decided to help the Labour party into office.

But at the moment there is nothing to justify the fond hopes of sensation-mongers. What is true is that Liberals are becoming exceedingly restive under the attacks made upon them by Labour in the constituencies. Labour organisers are engaged in the congenial task of trying to undermine the seats of Liberal M.P.s. in the country. Steps are being taken to oppose them at the next General Election. A Labour man is coming out against Mr. Lloyd George. Mr. Asquith finds a Labour opponent already in the field. It is therefore no wonder that keen resentment is felt by the whole body of Liberals, who consider it intolerable that while they are keeping Mr. Ramsay MacDonald and his friends in office by support in the House of Commons all the forces of Labour are being mobilised against them in the constituencies.

THE RANK AND FILE ASQOBY.

Members of the Government are not, at least openly, encouraging these attacks. But they are doing nothing to restrain the people immediately responsible. The rank and file of the Liberal party are angry, and have been calling upon the leaders, either Mr. Asquith or Mr. Lloyd George, or both together, to make it quite plain and definite that Liberal support of the Government will be withdrawn unless there is a truce.

It is by no means apparent, however, that the Labour Ministers are willing to oblige. The fact is that in the opinion of the majority of the Labour party it is their business to smash the Liberals—to get rid of the small remnant which represents the once powerful Liberal party in Parliament. If this can be done the arena would be cleared for a straight fight between Labour and Conservatism, and Labour wire-pullers and party managers believe that in such circumstances they would stand a good chance of being returned to the House of Commons with a working majority. Instead of having to rely upon the good-will of Liberals from day to day. It will be interesting to watch how the situation develops in the next few weeks.

CONSERVATIVES GETTING READY.

The Conservative party are getting their policy ready for the next General Election. I hear that expert committees which are at work on the various phases of the programme it is intended to put forward are making good progress. There will be no attempt to rival the Labour party in bidding political bribes for votes. The Conservatives are not proposing to promise impossible things. The line that is being taken at headquarters, and will be followed by candidates, is that the party mean to stand for sane and steady progress, the development of trade, and that element of security on which the prosperity of the whole nation depends. With the Liberal party in a state of confusion, the Conservatives regard their chances in the constituencies as very bright indeed.

WEMBLEY VISITORS AND ACCOMMODATION.

I hear that many visitors from abroad who are in London for the British Empire Exhibition were alarmed before they arrived by exaggerated tales of excessive charges by London hotels and boarding-house proprietors. This, of course, is a matter of interest for all who are proposing to come here in the next few months. I am glad to state that while there may be attempts here and there at obscure hotels to raise prices, generally speaking no increase has been made. Nor is there any reason to imagine that visitors this summer will discover that it is more expensive to live in London owing to the Wembley Exhibition than if that great attraction did not exist.

Up to the present the bookings at hotels are scarcely more than normal. In many instances there is accommodation enough and to spare. One way of explaining this is that as a result of the sensational articles in the papers some months ago as to the probable lack of accommodation in London when the Exhibition opened, it was suggested, for example, that liners should be anchored in the Thames to provide dormitories for visitors—many people arranged to put up on arrival in the country within easy reach of London, and they have done so. Boarding-house keepers who expected a record season are wringing their hands. The visitors of a golden harvest have proved illusory. Those who are thinking of coming over to the Exhibition from your side need have no fear that they will be obliged to hunt for rooms or pay fancy prices.



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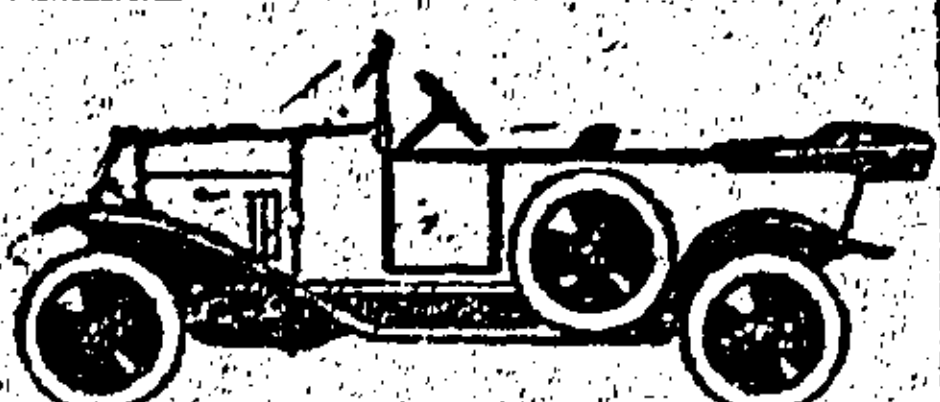
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"WHITE COAL" IN SCOTLAND.

HARNESSING THE FALLS OF BEN NEVIS.

Those who have long been advocating the utilisation of the water-powers of the Scottish Highlands (writes James Lumsden in a "London paper") will hail the announcement that the Government has sanctioned a great scheme for harnessing the watershed of Ben Nevis as the dawn of a new era.

The region is probably one of the best for electricity in the British Islands. Ben Nevis is one of the three or four British mountains which have an eternal coronal of snow—the "white coal" of the Swiss and Italian engineers, who have developed the water-power of the Alps on their northern and southern sides.

Last autumn I visited the Val d'Aosta in Northern Italy, where electrical power is obtained from water upon an enormous scale. I could not but think of the superior advantages of the Spean into which the corries of the northern slopes of Ben Nevis pour their copious floods. It is from rivers very similar to Spean, or the Dora, the Tila, which descend over an endless succession of cascades, that the Italian engineers delight to derive the power that now drives factories in the distant towns of Lombardy.

The Ben Nevis watershed is close to the sea—close to Loch Linnhe, the "lake of pools" so named from its depth. Thence ships can sail down the broad Firth of Lorne to the open Atlantic. From Inverloch, where the famous battle between Montrose and Argyll was fought, an open plain extends to Spean Bridge, a plain that could accommodate a large factory town.

If water-power is destined to bring population back to the Highlands—as well it may—the scenic glories of the Gaeldom would not be marred. Electrically driven factories do not belch forth smoke; they do not blot the landscape or dim the sunlight over whole shires.

In places like Como, Lugano, Lecco, and many Swiss towns the fairest landscapes are not affected by the proximity of "white coal" factories. Along the shores of the Italian lakes tourist hotels embowered in foliage and busy works that feed native mouths exist side by side.

CARRYING THE COAL.
The difference between Scotland and Northern Italy—the great arena of water-power—is that whereas Italy has no black-coal, that mineral is highly developed in Scotland. Black coal is the foundation of the shipbuilding of the Clyde, of the iron, the engineering, and all the other industries of Central Scotland.

Hitherto when "white coal" has ousted black coal the latter has generally been brought from far away. In the little kingdom of Scotland both would be found "in situ"—the "white coal" on the mountains and the black coal in the deep carboniferous strata that stretch from Fife to Kyle.

For just as coal can be carried from Hamilton to the Highlands, so electric power could be arrived from the Grampians all over the Lowlands. In Lombardy electricity is transmitted over greater distances than the distance that separates Athol, the land of big boiling burns, from the Scottish central depression where all the manufactures flourish.

It is not the conversion of water-power to electricity that is the most wonderful sight in Northern Italy. It is the transmission of enormous powers over great distances—from the Alpine Valleys to Turin, Milan, Bergamo, Brescia, and many other ancient and famous places.

Electric trestles and wires—huge structures—are spreading over the plains of the Po, the Adige, and even of Venetia like a gossamer. Hundreds of miles of main-line railway will soon be electrified. Electrification is creeping southwards from Genoa to Pisa.

In Scotland the conflict between "white" and black coal would be waged on equal terms. As distance counts in modern engineering they are found together, side by side.

Metaphorically speaking it may be a question of time when the snows of Ben Macdui and Schiehallion could be "tipped" in the Clyde Valley in open competition with coal.

It may be that for economy coal would long hold its own. Even in Northern Italy the battle, it is said, will take fifty years yet, but electricity is winning every day, and it does all the "new work." In order to be cheap enough coal would need to be won in the future in a much more scientific manner than at present. If it could be excavated mechanically in great quantity and at a low cost it might endure until the accessible measures are worked out at some distant date.

Even so industry would fit to the hills, creeping up the valleys where the waterfalls are, as one sees to-day in Switzerland, France, and Italy.

THE PERSONAL TOUCH IN BUSINESS.

COMMERCIAL TRAVELLERS STILL NEEDED.

Mr. R. Burton, of Nottingham, presiding at the annual conference of the National Union of Commercial Travellers, held in London recently, said they had been told by some people from time to time that the commercial traveller, as such was a passing phase, that he came in with the introduction of steam, and that he was going out with the introduction of the telephone and the parcel post. He did not believe it. He still believed that, notwithstanding the telephone and the parcel post, proprietary articles, and other things that helped eliminate the commercial traveller, they had not yet eliminated him; they had not eliminated the personal touch. They could talk through the telephone, write letters, and send telegrams, but after all the commercial traveller was the intelligence department of his firm, and acting as such formed the human touch, bringing together the firm and its clients. The commercial traveller still endured as a very important part of the commercial world.

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Optional Cargo will be landed, unless notice has been given prior to Steamer's arrival.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesday and Friday between the hours of 10 a.m. and Noon within the free storage period.
No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 10th June, will be subject to rent.
All Claims against the Steamer must be presented to the Underwritten on or before the 24th June or they will not be recognized.
No Fire Insurance will be effected.
BUTTERFIELD & SWIRE, Agents.
Hongkong, 2nd June, 1924. [846]

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Silk and Valuables and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London. Parcels will be received at this Office until 5 p.m. the day before sailing. The contents and value of all packages must be declared. For further particulars, apply to—
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Hongkong, 28th May, 1924. [829]

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NOTICE TO CONSIGNEES.

The Steamship "NIPPOON"

FROM TRIESTE, VENICE, BRINDISI, SPALATO, PORT SAU, MASSAUA, ADEEN, COLOMBO, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves, delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before the 2nd instant.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Underwritten on or before the 18th inst., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 7th inst., at 10 a.m., by our Surveyors, Messrs. Goddard & Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODDWELL & CO., LTD., Agents.
Hongkong, 2nd June, 1924. [839]

FOR EUROPE AND AMERICA.

INDIA, AUSTRALIA, &c.

Comprehensive and Complete Record of the

NEWS OF THE FAR EAST

Is given in the

HONGKONG WEEKLY PRESS

with which is incorporated

"THE CHINA OVERLAND TRADE REPORT."

Subscription, paid in advance—\$12 per annum, including Postage to any part of the world—\$14.

INTIMATIONS

NOTICE.

HONGKONG SHAREBROKERS ASSOCIATION.

THE following are Members of the above Association:

A. H. CARROLL	J. F. GROSS
M. A. RIZACK	V. J. JACOVICH
J. W. KAY	A. J. JACOVICH
W. J. CARROLL	H. M. H. EMMETT
Q. KITCHEN	See Koon Chai
Yip Yung Pak	HARRY O. ORRILL
F. M. L. SOARES	See Lee Shao
H. E. EDWARDS	

By Order of the Committee: J. W. KAY, Secretary.

Hongkong, 12th May, 1924. [774]

NOTICE.

HONGKONG STOCK EXCHANGE.

THE following are Members of the above Exchange:

ABRAHAM, E.	LAURENT, H. A.
ADAMS, A. A.	LOH, W.
BAGRAM, J. T.	MATTHEWS, R. T.
BENJAMIN, V.	NISSEN, A.
BURKETT, H.	PERRE, L. S.
CHRECHES, N. V. A.	ROBERTS, R.
BLISS, E. E.	ROBERTS, G. H.
GODIN, J.	ROBERTS, P. C.
GUTTERER, A. A.	RAYMOND, E. M.
HODGE, T. F.	SHAW, P. M. N. da
KAY, FRED.	SMITH, E. R.
LAURENT, GEO. P.	THOMAS, J.

By Order of the Committee: A. NISSEN, Secretary.

Hongkong, 8th May, 1924. [775]

THE HON. MR. ARTHUR RYLANDS LOWE, DECEASED.

ALL CLAIMS Against the Estate of the above Deceased must be sent to the Underwritten.

DEACONS, Solicitors for the Executors, 1, Des Vaux Road Central, Hongkong, 2nd June, 1924. [844]

BANCO NACIONAL ULTRAMARINO.

REFERRING to the Notice published on the 7th of May calling for Tenders for the Construction of a New Building at Macao, intending Tenderers are hereby notified that the Date for presentation of Tenders has been Extended to the 31st day of JUNE, 1924.

M. M. LOPES, Manager.
Macao, 31st May, 1924. [840]

TO LET AT WEIHAIWEI.

COMFORTABLY FURNISHED ROOMS with Board. To Let at present.

Apply—
MRS. NIVEN, WEIHAIWEI. [842]

WANTED.

EUROPEAN ASSISTANT Required for the CUSTOMS AND TRADE DEPARTMENT in the SARAWAK GOVERNMENT SERVICE. Preference given to Applicants with previous Experience of China Customs work. Applicants should be under Thirty years of Age. Initial salary \$300 with opportunity of Appointment to Permanent Positionable Staff. Free Quarters and First Class Passage to Europe after Three Years. Healthy, Tropical Climate—Comparatively Cheap Living. Applications, together with any Testimonials, particulars of previous and present Employment, Education and recent Photograph to be made to the COMMISSIONER OF CUSTOMS, KUCHING, SARAWAK. [843]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer "CYCLOPS"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignees' risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 2nd June.

Optional Cargo will be landed, unless notice has been given prior to Steamer's arrival.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesday and Friday between the hours of 10 a.m. and Noon within the free storage period.

No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 10th June, will be subject to rent.

All Claims against the Steamer must be presented to the Underwritten on or before the 24th June, or they will not be recognized.

No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents.
Hongkong, 2nd June, 1924. [838]

THE BEN LINE STEAMERS, LTD.

FROM MIDDLESBRO', ANTWERP, LONDON AND STRAITS.

The Steamship "BENVANNOCHI"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves, delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th June, will be subject to rent.

All Claims against the Steamer must be presented to the Underwritten on or before the 18th June, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 4th June, at 10 a.m. No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents.
Hongkong, 28th May, 1924. [832]

INTIMATIONS

NOTICE.

ON and after the 1st JUNE, the Office of the ASIATIC PETROLEUM CO. (S.C.), LTD., will be in "ASIATIC BUILDING," QUEEN'S ROAD CENTRAL. [824]

THE HONGKONG JOCKEY CLUB.

THE HALF YEARLY GENERAL MEETING of MEMBERS will be held on SATURDAY, 7th JUNE, 1924, at 12.30 p.m. in the Jockey Club Rooms, Hongkong Club Annex. [814]

HONGKONG JOCKEY CLUB.

THE FOURTH EXTRA RACE MEETING will be held (weather permitting) at HAPPY VALLEY on SATURDAY, 7th, and MONDAY, 9th JUNE, 1924, commencing at 3.30 p.m. Each Day. The First Race will be Run at 3 p.m.

The Charge for Admission to the Public Enclosure will be 1s.

Soldiers and Sailors in uniform, Half Price. Members are advised that they must show their Season Tickets to obtain Admission to the Members' Enclosure.

Each Member has the right of introducing 2 Non-Members to the Members' Enclosure. Tickets for whom can be obtained from Messrs. LAWRENCE & DAVIS at \$5 each up to FRIDAY, 6th JUNE.

The Stewards invite the Ladies of Hongkong to be present. [826]

THE CHINA LIGHT & POWER CO., (1918), LTD.

NOTICE.

WE beg to Notify Our Consumers that on and after the 2nd JUNE, Payment of Our Monthly Accounts may be made at Our New Branch Office (EXCHANGE STREET), 22, NATHAN ROAD. [823]

SHEWAN, TOMES & CO., General Managers.

NOTICE.

NOTICE IS HEREBY GIVEN that Scrip No. 4227 for 500 shares of Two Corron Mills Ltd., in the name of Mr. EZRA ABRAHAM of Hongkong together with a duly executed transfer deed purporting to assign the said shares has been Lost.

The said shares are the property of the Underwritten and application has been duly made to the Company for the issue of a Duplicate Scrip.

The public is therefore warned against dealing with the said Shares without reference to the Underwritten. Any person having any knowledge as to the whereabouts of the said scrip is asked to communicate with the Underwritten. [817]

ELLIS & CO. No. 23 Lee House Street.

ON HIS MAJESTY'S SERVICE.

TENDERS are invited for the SUPPLY of Carpenters, Chalkers, Platers, Painters and Scaffolding, Plumbers, and Leatherworkers to H.M. Dockyard.

Forms of Tender can be obtained at the Office of CHIEF CONSTRUCTOR, H.M. Dockyard, Hongkong, and should be filled in and returned as indicated in Tender Form, Not Later than Noon, WEDNESDAY, the 11th JUNE, 1924.

J. S. GILLINGHAM, Chief Constructor. [825]

BOWEN & CO.,

No. 8, MUSEUM ROAD, SHANGHAI.

Member, British Chamber of Commerce (Shanghai), Mr. T. W. BOWEN, Fellow of the Institute of Chartered Shipbrokers, Incorporated by Royal Charter, London.

STEAMSHIP AGENTS AND SHIPBROKERS For the Purchase, Sale and Charter of Vessels of any Tonnage, Passenger and/or Cargo, New and/or Old, with delivery China at Very Low Prices.

SAVING OPERATORS, MARINE SURVEYORS, AUCTIONEERS, COAL MERCHANTS, FREIGHT BROKERS, METAL MERCHANTS. Machinery for Sale, New and Old in First Class Condition.

IMPORTERS AND EXPORTERS, SHARE-BROKER. (Members, Shanghai Share-Brokers' Association).

SOLE AGENTS FOR CHINA—GREEN'S PATENT ANCHORS. SAMUEL WARREN & CO., LTD. (Sheffield). High-Class Steel Manufacturers (Tank Brand).

Catalogues and Price-Lists on application. (Enquiries Welcomed).

CABLE ADDRESS: BOWEN, SHANGHAI. CORN. BENTLEY'S, SCOT'S, A.B.C. 5th Edition and Improved.

TO DAY,

AT

2.30, 5.15, 7.15 AND 9.15 P.M.

MACK SENNETT'S

"THE

CROSS ROADS

OF NEW YORK.

BUSTER KEATON

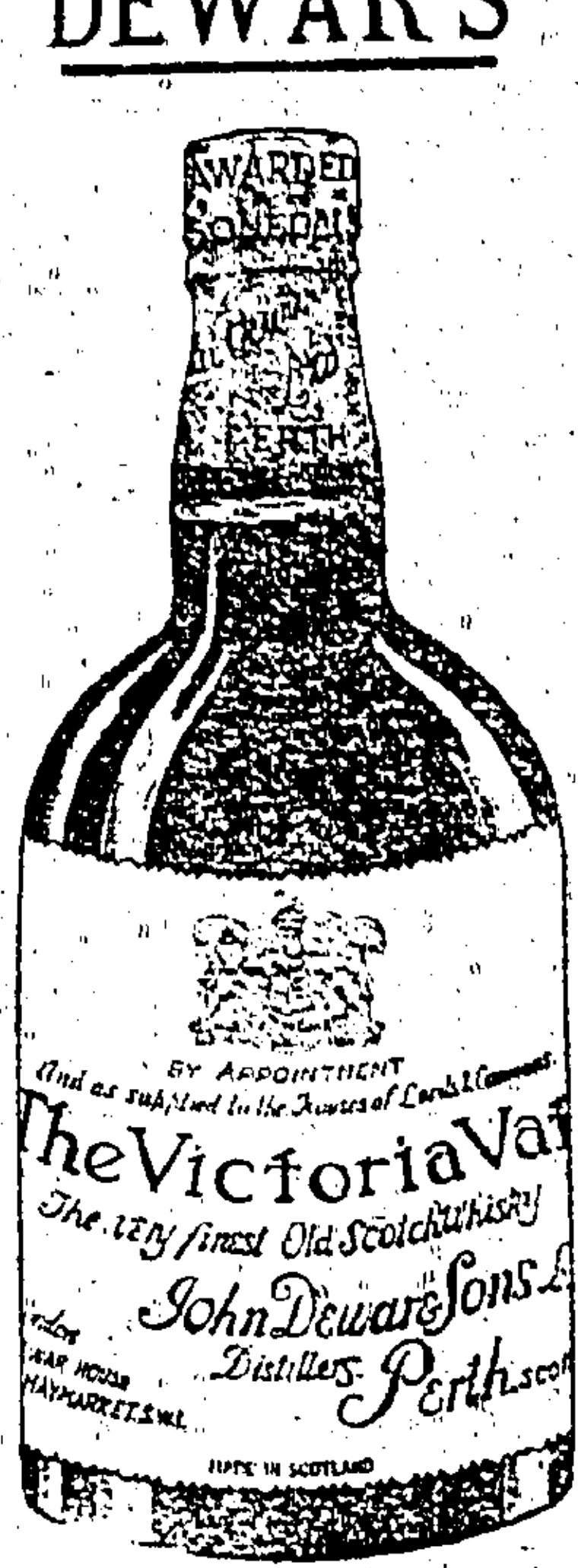
IN

"NEIGHBOURS."

THE CORONET.

INTIMATIONS

DEWAR'S



THE SPIRIT OF THE EMPIRE

It is that unbroken Evenness that is so much appreciated in DEWAR'S. It is produced by the skillful blending of whiskies—old and ample—DEWAR'S is simply a mingling of good things.

Dewar's

"WHITE LABEL"

and

"VICTORIA VAT"

as supplied to the Houses of Lords and Commons.

By Royal appointment to His Majesty The King.

SOLE AGENTS:

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Wine and Spirit Merchants

ESTABLISHED 1841.

Hongkong Office: 1A, Chater Road.

London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, JUNE 4TH, 1924.

THE KING'S BIRTHDAY HONOURS.

More than the usual interest attaches to the King's Birthday Honours List this year from the fact that it is the first for which a Labour Government is responsible. Labour is not regarded as partial to the system of bestowing titles of Nobility and Orders of Chivalry. Many States in recent years have abolished them, owing to changes which have taken place in their Constitutions, and even in the British Empire the feeling has undoubtedly been growing that the system is an anachronism in these democratic times. Nevertheless, as we have remarked before, this picturesque survival of antiquity may still serve a useful purpose if properly employed. It provides a means of acknowledging the public services of men who would scorn a pecuniary reward, and it serves to keep before the nation a higher ideal than the mere accumulation of money.

The objection that it tends to foster class distinction is not so true now as it was formerly because the tendency in recent years has been to waive, except in the case of hereditary titles, the old condition that a man should have sufficient money to maintain the title. Such considerations as these have doubtless weighed greatly with the present advisers of His Majesty in their recommendations to the King. There are no new Peerages in the list, and apparently no new Baronets.

The inclusion of the name of the Hon. Mr. H. E. POLLOCK, K.C., in the Honours List on this occasion, is especially gratifying to this Colony. It is an honour generally recognised as being long overdue. Three years ago in commenting upon the distribution of Honours we remarked: "If the wealthy man who disburses his money freely for the benefit of society is entitled to this mark of

royal favour, the man who, in less affluent circumstances, devotes his time and ability to the welfare of the community is no less deserving—a fact which appears in danger of being overlooked in this Colony." We need scarcely say that we had the Hon. Mr. POLLOCK particularly in mind when those lines were penned, as we did a year ago when we wrote:

"Official recognition of services freely given for the public good afford the community special gratification. We scarcely need to name one or two other local residents who, for many years past, have devoted endless time and labour in the public service, without reward, save the satisfaction such service must always bring to the man imbued with the right civic spirit; and to the public it would seem particularly fitting that such services should be recognised in the Honours List, especially when they have extended over a long period of time." We are glad this recognition has now been accorded in the case of Mr. POLLOCK, who will be known to us in future as Sir Henry—or he may prefer, like the late Sir HENRY MAY, to use his second Christian name—EDWARD. The new Knight is at present absent from the Colony and his wishes in that respect cannot, therefore, be immediately ascertained.

It will, we are sure, be a great satisfaction to him to know that the news that His Majesty has conferred upon him the honour of Knight Bachelor in recognition of his public services in this Colony has been received throughout the Colony with pleasure and satisfaction. In this part of the world where we have no leisure class, it is often more difficult to get a man to devote his time and abilities to public affairs than to give his money. During the past twenty years or more we can recall but one single instance in which public service by an Unofficial Member of the Legislative Council has been recognised in the Honours List.

That was the case of a C.M.G. conferred on the late Mr. E. A. HEWITT. "Sir HENRY POLLOCK's services have been wider and have extended over a much longer period, and a Knighthood, therefore, commends itself as a fitting recognition."

M. Beauvais, who was for nearly twenty years French Consul-General at Canton, has died in France. He only recently left the Far East on retirement.

A Chinese coolie had two toes cut off in a motor accident in the Wanchai district yesterday. The man was knocked down by a Sanitary Board motor-lorry.

Shanghai, according to a Harbour Office notification, has declared Canton to be plague infected, and vessels from that port are ordered to stop outside-Woosung for medical inspection.

While left unattended in Caine Road, a motor truck, heavily laden with cement, ran down a slope and was brought up sharply against a wall on one side of the roadway. The front wheels of the vehicle were damaged. There were no casualties.

The usual weekly Meeting of the Hongkong Lodge The Theosophical Society, will be held on Wednesday, June 4th, at 5.45 p.m., at the Lodge, 16, Queen Road Central. Subject: "Sowing and Reaping." All are welcome.—Advt.

JAPANESE PEER IN HONGKONG.

ON HIS WAY TO WEMBLEY.

There arrived in Hongkong yesterday morning by the s.s. *Kashima Maru* a young Japanese nobleman in the person of Marquis Kuni.

Marquis Kuni, who is 22 years of age, is a member of the Japanese House of Peers and is a brother-in-law of the Prince Regent of Japan. He is at present on his way to England to visit the British Empire Exhibition at Wembley, and expressed a desire to see the beauties of Hongkong. He accordingly landed at Blake Pier yesterday morning at 9.30 a.m., where he was met by the Japanese Consul-General and an escort provided by the Hongkong Police. After visiting the Peak the Marquis motored round the Island and on his return to the City paid a call on H.E. the Governor at Government House. In the afternoon Marquis Kuni played tennis at the Japanese Consul's residence on Conduit Road, where he also spent the night. This morning he will re-embarked on the *Kashima Maru* at 10.30 o'clock.

CORRESPONDENCE.

THE HONGKONG S.P.C.A.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR.—As the Marine Guild's letter to the Government criticising the draft Prevention of Cruelty to Animals Bill, and the Hon. Colonial Secretary's reply to it has been published in all the local Press, my committee would be glad if you will kindly publish a copy of a letter which I have sent to the joint secretaries of the Guilds.—Yours truly,

B. L. FROST, Vice-President and Hon. Secretary, HONGKONG S.P.C.A. Hongkong, June 3rd, 1924.

[Enclosure.]

T. T. Laurence, Esq., China Coast Officers' Guild, W. J. Stokes, Esq., The Marine Engineers' Guild of China.

GENTLEMEN.—With reference to your letter to the Government, of the 22nd May, relating to the draft Prevention of Cruelty to Animals Bill, complaining of the clause imposing liability on a master of a vessel, etc., an answer to which has already been published in the local Press by the Hon. Colonial Secretary. As there has been a good deal of criticism of my Society in the matter in letters to the Press, I beg to draw your attention to the fact that there was nothing new in that clause, as, sub-section 43 of Section 3 of Ordinance 13 of 1904 reads:—

"13. The master of every vessel which shall (in addition to the actual offender) be deemed guilty of any contravention of these Regulations which may occur while he is on board his ship and shall be liable to be proceeded against and punished accordingly."

I enclose a copy of a handbill of extracts from the Ordinance which includes Section 13. This handbill was distributed to all steamers, junks and other craft which carried livestock and poultry, and every new vessel which we find carrying the same class of cargo gets a copy, irrespective of nationality. Large posters of Ordinance 13 of 1904, of the same Regulations, have been posted on every wharf in the Colony for more than a year, and in the most prominent place which we could find. These posters are in English and Chinese and were chopped by the S.P.C.A. They are still in their places on most of the wharves.

The fact that these handbills should have been circulated, and the posters posted for more than a year, and that during that time not one single complaint has been sent to my committee from masters or officers complaining of any injustice being intended, proves, I think, that officers of ships trusted my committee to carry out the law with common sense.

I have several letters, a copy of one of which I forwarded to the Government, from captains and other officers of ships engaged in the pig and other kindred trades, begging my committee to take drastic action against the awful cruelty which is practised on live animals in loading, carrying and unloading by the Chinese, and it was due to the fact that the present law does not touch even the fringe of cruelty to animals, that this bill was framed, and which I think besides my committee, every animal lover in the Colony hopes the Government will pass as speedily as possible.—Yours faithfully,

B. L. FROST, Vice-President and Hon. Secretary

CABLES.

[THROUGH REUTER'S AGENCY.]

KING'S BIRTHDAY HONOURS.

HON. MR. H. E. POLLOCK KNIGHTED.

LONDON LIST OF NO SURPRISES.

LONDON, June 2nd.

The first honours list issued by the Labour Government, on the occasion of H.M. the King's Birthday, contains no surprises. There are no new Peerages, the honours being largely in reward of State and anti-diplomatic services.

In addition to a few outstanding awards there is a long list of appointments in lower grades of the British Empire Order for Home and Overseas services. The Honours include the following:—

ORDER OF MERIT.

Professor F. H. Bradley, the Oxfordian writer on philosophy who is a Fellow of Merton College, Oxford, a son of the Rev. Charles Bradley, Vicar of Glasbury, and a half-brother of the late Dean of Westminster.

Sir Charles Sherrington, Waynflete Professor of Physiology at Oxford, a former President of the Royal Society.

GRAND CROSSES OF THE BRITISH EMPIRE ORDER.

Mr. Robert Donald, for public services. Field Marshal Lord Plumer, Governor of Malta since 1919.

PRIVY COUNCILLOR.

Mr. T. P. O'Connor, M.P., for political services.

COLONIAL HONOURS.

Further Birthday Honours include the following:—

Companion of the Most Distinguished Order of St. Michael and St. George (C.M.G.).—Mr. Michael Hayes Marriott, General Adviser to the Sultan of Johore.

Honorary Companion of the Most Distinguished Order of St. Michael and St. George.—Raja Muda of Perak.

Knight Commander of the Most Excellent Order of the British Empire (K.B.E.).—The Hon. Mr. W. G. Maxwell, Chief Secretary to the Government of the Federated Malay States.

Knight Bachelor.—The Hon. Mr. H. E. Pollock, K.C., member of the Legislative Council of Hongkong; Dr. Malcolm Watson Selinger, in recognition of services for the prevention of malaria; and Mr. H. G. Parlett, Councillor of H. M.'s Embassy at Tokyo.

FRENCH SOCIALIST POLICY.

M. HERRIOT'S OUTLINE.

SWEEPING CHANGES INDICATED.

Paris, June 2nd.

A striking programme is outlined by M. Herriot.

In a letter the leader of the Socialist party says his policy embraces the immediate suppression of the decree laws, the re-establishment of the match monopoly, both of which were passed by the Poincaré Government, also a general amnesty except for evaders of military service and traitors. He further proposes the suppression of the Embassy at the Vatican, the application of the law regarding religious congregations, and a reduction of military service by the organisation of the nation for defensive purpose.

M. Herriot, after describing his fiscal proposals and pro-labour tendencies, says he favours the strengthening and extending of the role of the League of Nations, the Hague Tribunal and the International Labour Office, a resumption of normal relations with Russia, and unconditionally accepts the Dawes report.

Notwithstanding his party's opposition over the Ruhr policy in the past, M. Herriot does not believe in the possibility at present of evacuating the Ruhr before the safeguards laid down therein be enforced and an international regime be established.

SOCIALISTS APPROVE PROGRAMME.

June 3rd.

The Socialist Congress has rejected a proposal to participate in the Government under the present circumstances.

M. Herriot's statement of his programme, however, was greeted with cheers. The Executive Council of the Radical Socialist Party has unanimously approved the programme.

UNIFIED SOCIALISTS' SUPPORT.

A congress of unified socialists has decided to support M. Herriot's Government.

THE WORLD'S SPORT.

THE HOME DERBY.

A FIELD OF THIRTY-ONE.

LONDON, June 2nd.

Everything points to a most interesting Derby, certainly the most open for many years. The consensus of opinion is that anything may win. Meanwhile, the Aga Khan's Diophon, which has shown consistently good form and done well in training since winning the Two Thousand Guineas, has been installed favourite. Neither the Aga Khan nor Lord Astor, who are doubly represented, intend making any declaration to win, so that Diophon and Salmon Trout and St. Germans and Bright Knight will run on their merits.

The field includes a couple of French horses, Optimist II, and Thunder Cloud II. Both have arrived in England.

Archibald rode Knight of the Garter this morning for a couple of six furlong gallops. His Majesty's colt is moving freely and the leg is no worse. It has been definitely decided to run the horse, on Wednesday. His Majesty will be present at Epsom throughout.

Speaking at a Press Club lunch to-day, Lord Derby said: "With a field of thirty-one for the Derby and torrential rain falling, I should put the names in a hat, draw out one and back it."

ADDITIONS AND SCRATCHINGS.

The following alterations have been made in the list of Derby probabilities:—Obliterate (T. Burns), Optimist II (McGee), Woodend (Beary), and Buck Yeoman (—). Skylight (G. Richards), Thunder Cloud II (Ealing) and Grand Joy (Ingham) have been added whilst Sant Orb, Caravel, Reggion, Rob Flint, Eaglestone, Garzil, Henri and Shambles have been scratched.

NEWMARKET, June 3rd.

Knight of the Garter's leg was worse this morning and it has been decided not to run him in the Derby. His Majesty's Resinate has left for Epsom.

LATEST BETTING.

6/1 Diophon, 9/1 Tom Pinch, 100/9 San Sovino and St. Germans, 100/8 Bright Knight, 15/1 Woodend, 22/1 Hurst Wood, and Salmon Trout, 25/1 Dawson City and Parmenio all taken and offered; 33/1 Spalpeen offered, 40/1 Tippler and Optimist II taken and offered, 40/1 Tippler and Optimist II taken and offered, 40/1 Polyphontes and Defiance offered, 50/1 Knight of the Garter taken and offered, 50/1 Obliterate offered, 60/1 Donzelon taken and offered.

BRITISH CHAMPIONSHIP BOXING.

SCOTSMAN WINS THE "FEATHERS."

LONDON, June 2nd.

At Holland Park Hall, in a match for the featherweight championship of Britain, George McKenzie (Leith) defeated Harry Leach (Doncaster) on points.

Leach, who is only eighteen, was faster than McKenzie in the early rounds and got home several lightning right leads. For a time he outboxed his opponent and at the halfway stage led well on points.

Thereafter, the Scotsman improved, frequently landing left jabs and hooks to the head and body. In the last few rounds Leach tired and McKenzie tried hard to end the fight. He won narrowly.

WALKER RETAINS WELTER TITLE.

PHILADELPHIA, June 3rd.

In a ten-round bout Micky Walker successfully defended his welterweight title, beating Lew Trendler on points.

OLYMPIC FOOTBALL.

PARIS, June 2nd.

At Olympic association football, in the third round, Switzerland beat Italy by 2 goals to 1; and Holland beat Iceland by 2 to 1. Extra time was played in both games.

DAVIS CUP TENNIS.

BRITAIN BEATS SPAIN IN DOUBLES.

At Edgbaston, played in the Davis Cup competition was delayed owing to heavy rain. Godfree and Woosnam (Britain) beat the Spaniards, Alonso and Flaquer, 6-1, 6-4, 6-2.

FRANCE DEFEATS IRELAND.

At Dublin, in the Davis Cup doubles, La Corte and Coutens (France) beat Meldon and Dillon (Ireland), 8-0, 6-1, 6-2.

(Continued on next column.)

AUSTRIAN CHANCELLOR'S ASSAILANT.

REPORTED CONFESSION.

VIENNA, June 3rd.

The Chancellor's condition is unchanged. Jarowek, the assailant, is reported to have made a confession in which he said repeatedly that he had heard that the Chancellor was responsible for the misery of great masses of people. He (Jarowek) therefore long ago resolved to remove Seipel. Jarowek denies that he had any accomplices. He admits that he belongs to a social-democratic organisation, but says this has long abandoned its political activities.

M. Bauer, leader of the Social-Democrats, in a speech strongly condemned the attack, as does the whole of the Vienna Press. Several papers urge more moderate conduct in political hostilities.

IRAQ BORDER LINES.

TURKISH PROPOSALS UNACCEPTABLE.

CONSTANTINOPLE, June 2nd.

The Anglo-Turkish negotiations, with regard to the Mosul *vilayet* threaten to break down. Sir Percy Cox has informed Fethy Bey that he has been instructed to return to London unless the Turks modify their attitude.

RECORD SILVER CARGO.

LONDON, June 2nd.

In regard to the fifty-one tons of silver bars landed from the s.s. *Leviathan* on May 31st, the largest single consignment on record, brokers point out that the total is not exceptionally large.

LATEST CABLES.

[REUTER'S AMERICAN SERVICE.]

CHILD LABOUR.

GOVERNMENT'S POWERS.

WASHINGTON, June 3rd.

The Senate has approved a constitutional amendment empowering the Government to limit, regulate or prohibit labour by children under eighteen years. The House previously approved the measure, which has now to be submitted to the Senate for ratification.

EARLIER CABLES.

POLITICS IN AMERICA.

WASHINGTON, June 2nd.

While the Lower House was proposing a resolution for the adjournment of Congress to June 7th, Senator La Follette, who is an independent candidate for the Presidency, introduced a motion in the Upper House for reconvening Congress on July 9th in order to enact legislation for the benefit of farmers.

President Coolidge to-day signed the Tax Bill.

RAILWAY COLLISION IN INDIANA.

ATTICA (INDIANA), June 2nd.

Nine persons were killed and 29 injured in a collision between two passenger trains here.

ISSUE OF N. Y. CITY STOCK.

NEW YORK, June 2nd.

It is announced that bids will be opened on June 2nd for a City of New York issue of \$127,400,000 of 4½ per cent. fifty-year corporate stock notes, and short term serial bonds, maturing in from three to fifty years, with which to finance municipal improvements.

HOME CRICKET.

SOUTH AFRICA DEFEATS SCOTLAND.

LONDON, June 2nd.

At Glasgow, before a small attendance, on a sticky wicket, the South Africans beat Scotland by an innings and 250 runs. The South Africans completed 359 for 3, and declared. Hendrie scored 43 and Deane 30, both not out. Scotland replied with 67, Dixon taking 6 for 30.

CHAMPIONSHIP TABLE.

County.	Played.	Points obtained.	Possible points.	Percentage.
Middlesex	5	33	25	92.00
Yorkshire	5	30	25	80.00
Surrey	5	19	25	76.00
Lancashire	5	17	25	68.00
Somerset	4	13	20	65.00
Sussex	5	16	25	64.00
Leicestershire	5	14	25	56.00
Kent	5	10	25	40.00
Worcestershire	4	8	20	40.00
Warwickshire	3	6	15	40.00
Nottinghamshire	4	7	20	35.00
Glamorganshire	8	13	40	32.50
Essex	5	6	25	24.00
Derbyshire	5	4	25	16.00
Gloucestershire	4	3	20	15.00
Hampshire	1	1	20	5.00
Northamptonshire	2	0	10	—

AMERICAN BASEBALL.

WASHINGTON, June 2nd.

NATIONAL LEAGUE.
New York, 9; Boston, 6.
Pittsburg, 9; St. Louis, 2.
AMERICAN LEAGUE.
Philadelphia, 3; Washington, 8.

FAR- EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

THE JAPAN SOCIETY.

ANNUAL BANQUET IN LONDON.

LONDON, June 3rd.

The annual banquet of the Japan Society was presided over by Baron Hayashi. Prince Arthur of Connaught, who, with the Princess, was the guest of honour, paid a tribute to the way the Samurai spirit had overcome the almost insuperable difficulties following the earthquake.

Earl Balfour voiced a high tribute to the Japanese statesmen and diplomats, and said he had strong hopes of the British Academy receiving a grant from Parliament in connection with the task of assisting in the restoration of the Tokyo University Library.

JAPANESE IN CANADA.

BRITISH COLUMBIA CALLS FOR RESTRICTION.

OTTAWA, June 3rd.

In the House of Commons the Minister of Immigration, Mr. Robb, said that representations had been received from retail merchants in British Columbia requesting the same restrictions for Japanese immigration as obtain in the case of the Chinese.

The question of the advisability of further restriction of Japanese immigration was under consideration. The Japanese Government had agreed to restrict the number of Japanese coming to Canada annually as household servants or agricultural labourers to 150, this constituting the quota now allowed to enter, though the total number of Japanese who entered last year was 448.

THE FRENCH FLIGHT.

MUKDEN, June 3rd.

Capt. Doisy departed at 5 o'clock this morning. Despite the early hour many Chinese and foreigners were present, including Chang Tso Lin's son, who accompanied him part of the way in a separate plane.

A friend presented Doisy with a life-like black cat, which he took along with him for a mascot.

THE U.S. WORLD FLIGHT.

KAGOSHIMA, June 3rd.

It is expected that the American fliers will "hop off" for Shanghai to-morrow.

CHINESE INDEMNITY BILL.

SUGGESTIONS IN THE COMMONS.

PREMIER ON THE CHINA TRADE MARK LAW.

LONDON, June 2nd.

In the House of Commons, Mr. S. Samuel suggested the postponement of the second reading of the Chinese Indemnity Bill until the Chinese Government altered the conditions of their trade marks Bill, so as to protect British manufacturers and traders against having trade mark, which they had been using for a number of years, fraudulently taken away.

Mr. MacDonald said it was undesirable to connect the trade marks question with the very different matter of the Chinese Indemnity Bill.

Mr. Samuel asked, had the Premier any list of applications by Chinese, Japanese and German firms for registration of British trade marks, and was it impossible to suspend the Indemnity Bill in order to introduce a Bill whereby money could be applied to compensate British manufacturers and merchants whose trade marks had been taken away.

Mr. MacDonald replied that he thought it would be far more desirable that with regard to the trade marks law we should conduct negotiations on the merits of the case itself, and not mix it up with another act of ours which, he hoped, would be accepted by China as an act of grace rather than as the result of a bargain.

SINO-RUSSIAN AGREEMENT.

WHAT RUSSIA THINKS.

MOSCOW, June 3rd.

An official agency states that the news of the conclusion of the Sino-Russian agreement was received with great satisfaction. According to the *Pravda*, M. Chicherin terms the establishment of normal relations with China an event of historic importance. He says that relations with China cannot be but friendly.

The political correspondent of *Izvestia* considers the agreement will strengthen China's international position and facilitate the stabilisation of her domestic situation. A Russian commercial mission is going to Peking; and Russian shipping in the Pacific is to be increased. The correspondent refers to the possibility of negotiating agreements with Siam, Mexico and Argentina.

The Commissar of Transport, M. Rudzutak, in an interview said the Agreement would lead to an increase in Russo-Chinese traffic, with a consequent rise in the receipts of the Chinese Eastern Railway. Goods from East China would henceforth be sent direct, via Ussuri and Vladivostok, and not Port Arthur.

It is announced that Mr. Litvinoff is proceeding to London to-morrow.

[BY COURTESY OF THE "DAILY BULLETIN."]

PRESIDENT PLEASED.

PEKING, June 2nd.

A mandate issued at midnight says that the Sino-Russian Agreement was signed on May 31st, settling the problem of the Chinese Eastern Railway, and others matters, and that Sino-Russian formal relations are thus restored.

The mandate goes on to say that President Tsao K'un is gratified that diplomatic relations are fully restored. "Let the public near and far be informed."

The question as to who will represent Russia and China is not settled.

JAPAN TO JOIN SOVIET?

HANKOW, June 2nd.

Commenting upon the Sino-Russian Agreement, the *China Central Post* says that an understanding has been reached which will have grave concern for the world at large and this locality. It will take a long time to get all the bearings of this portentous Agreement, and as neither China nor the Soviet are famed for their faithfulness in observing agreements the future possibilities are unthinkable. Japan will probably link up with the Soviet.

JAPANESE COMMENT.

TOKYO, June 2nd.

The conclusion of the Sino-Russian Agreement at present has evoked little comment here.

The official attitude *vis-a-vis* the negotiations with Russia is unchanged according to the *Kokumin*, which is of the opinion that the amended Article IV of the new Agreement will inevitably lead to international complications.

The *Nichi-Nichi* thinks that China's success regarding rights from Russia will encourage her to attempt to recover similar rights and interests from other Powers.

The paper notes with interest M. Karakhan's apparent change of front in consenting to a re-discussion of the points which he declared had already been settled.

COL. CHEN'S RETRIAL.

PEKING, June 2nd.

The retrial of Colonel Chen will take place at the Ministry of War at two o'clock to-morrow.

FROM PEKING TO LISBON.

PEKING, June 2nd.

Mr. Hoare, Counsellor of the British Legation, has been transferred to Lisbon.

Until a policy of increased wages, following instead of preceding a revival in trade, is accepted there is little hope of expansion of commerce.—*St. Frederick W. Lewis, Bari.*

HUGE ARMS SEIZURE.

25 CASES OF CONTRABAND ON BLUE FUNNEL STEAMER.

A big seizure of arms and ammunition was made by the Water Police yesterday on board the s.s. *Polyphemus*, a Blue Funnel steamer which arrived in Hongkong on Monday from England after calling at Hamburg.

Apparently both the police and the Revenue Officers were in receipt of information that there was contraband on board the vessel but the honour of securing the prize finally rested with the police, through the vigilance of Police Sergeant Simpson, who found amongst the cargo on board 25 wood cases, 14 of which were marked "W. M. Hongkong," the remaining eleven being marked "F. V. Hongkong." According to the bills of lading the cases were shown as containing parts of machinery. On one of the cases being opened it was found to contain small firearms, whilst another was full of Mauser pistol ammunition. The cases were at once seized and taken to the Water Police Station, where they are at present awaiting detailed examination to-day. It is estimated that the cases contain something like 300 revolvers and many thousands of rounds of ammunition. No arrests have been made.

DERBY SPECULATIONS.

The racing correspondent of the *Observer* wrote a month ago:—

The classic situation has changed in several interesting ways, and Bright Knight has now returned to nominal favouriteism. Tom Pinch has made his long-awaited first appearance in public. Those whose money helped to bring him to a short price for the Derby must now be wondering whether they have not been in too much of a hurry to back him. I do not go so far as to assert that it is now impossible for him to win at Epsom, but it is clear that he is nothing like the "good thing" which he was reputed to be for the premier race. Opinions were divided about the appearance of Tom Pinch. Some enthusiastically voted him a "magnificent" three-year-old; others declared him to be too much in the air and too straight in front. For my part I would like him better if he were a little less high on the leg, and he does not impress me as being an ideal sort for the Epsom course.

There is a marked contrast between him and St. Germans. A difference of several inches in their height exists. The Manton colt, indeed, is distinctly on the small side, but he is strongly put together, and is particularly good behind the saddle. In winning the Craven Stakes he repeated the performance of his half-brother, Buchan, and everybody associated with him will rejoice if he turns on into a good horse as the latter became. It now remains to discover whether Bright Knight has trained on as well as St. Germans has done. Some of the Manton three-year-olds are still decidedly backward.

It has, for example, been decided that Blue Lake needs more time.

Spalpeen, on the contrary, has made splendid progress, and there was no fault to find with the style in which he won the Spring Stakes. The form, however, is discounted by the fact that Henri, receiving 3 lb., was only a length behind him. Mr. Raphael's colt is certainly of small account, either on his public form or on any gallops he has done at home. I do not think we have a better looking or more workmanlike three-year-old than Spalpeen, and his apparent stamina should serve him well in the St. Leger, and possibly in the Derby. In any case he seems to be one of the improving sort who are good to follow.

MOSCOW A FORTRESS.

ONLY COMMUNISTS ALLOWED TO STAY.

The Soviet Government in Russia is engaged on a great plan which may be best described, says a Riga correspondent, as the changing of Moscow from a city into a citadel. It is being turned into the citadel of Communism. To this end, all useless mouths, and possibly unfriendly minds, are being gradually sent out of the city. Even children are being deported to the Urals, to North-East Russia, or to the Siberian provinces.

Only tried and true Communists and thoroughly edified workers will be permitted to stay in Moscow, till eventually it will have not so much a population as a garrison. Regiments of Tyars, Khirgis, and Mongols will be concentrated there as well as in some strategic towns more or less in the same neighbourhood.

The Red Army is being reorganised under one Frunze. Trotsky has returned to assist in this and in the formation of a militia, to be relied upon in case of attack by a foreign Power. However, there have been many forced disbandments of mutinous or suspected regiments throughout the country, which is filled with ex-soldiers who have become bandits pure and simple.

In the Ukraine, these outlaws have frequent pogroms against Communists and Atheist Jews. Many of these have been hanged with telegraph wire "to save ammunition." The Communists, on their part, send punishment expeditions here and there. Then presently, the Moscow papers publish that such-and-such an uprising has been "liquidated." "Liquidation" is the conventional term for wholesale execution of all parties concerned.

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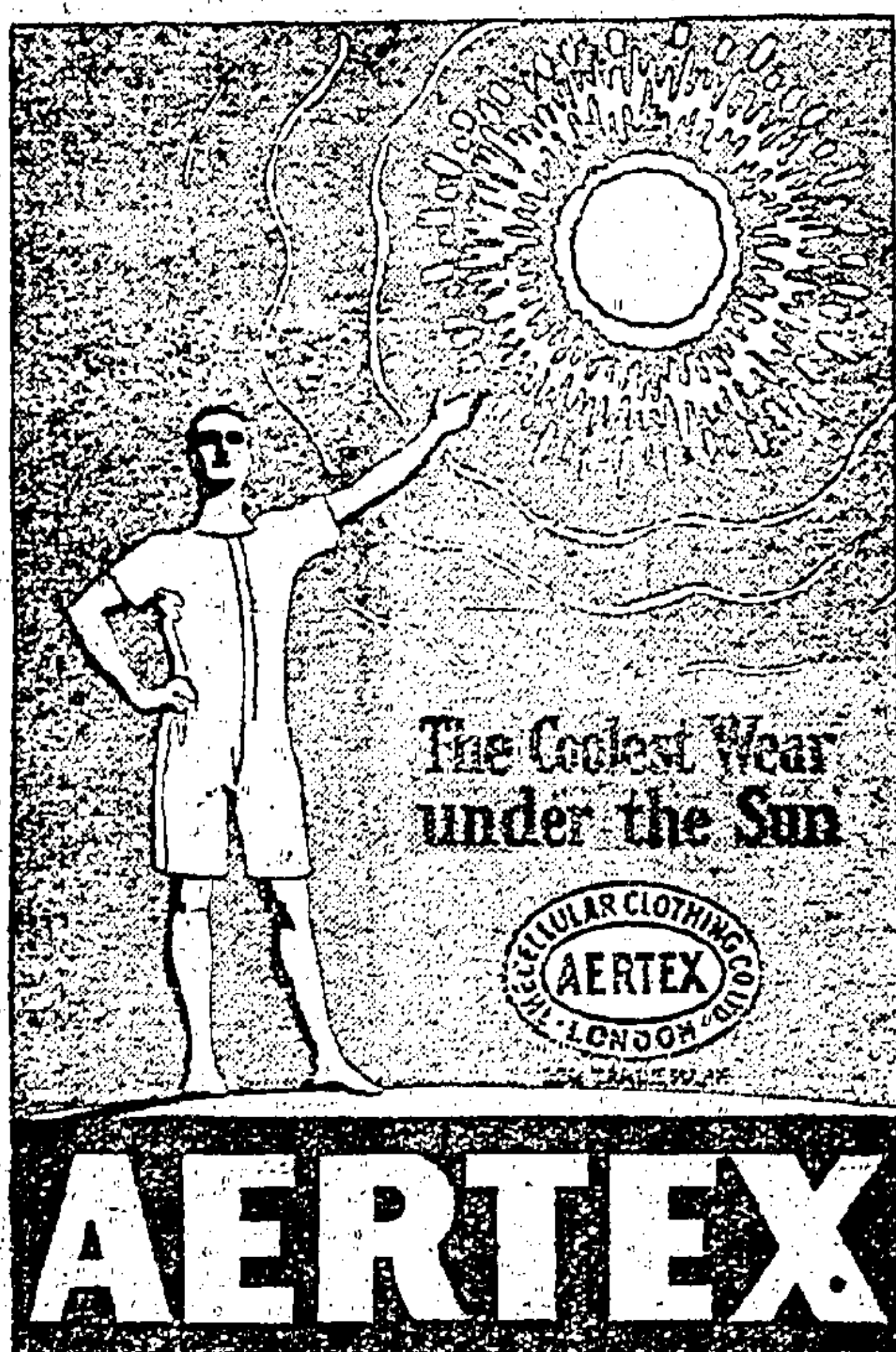
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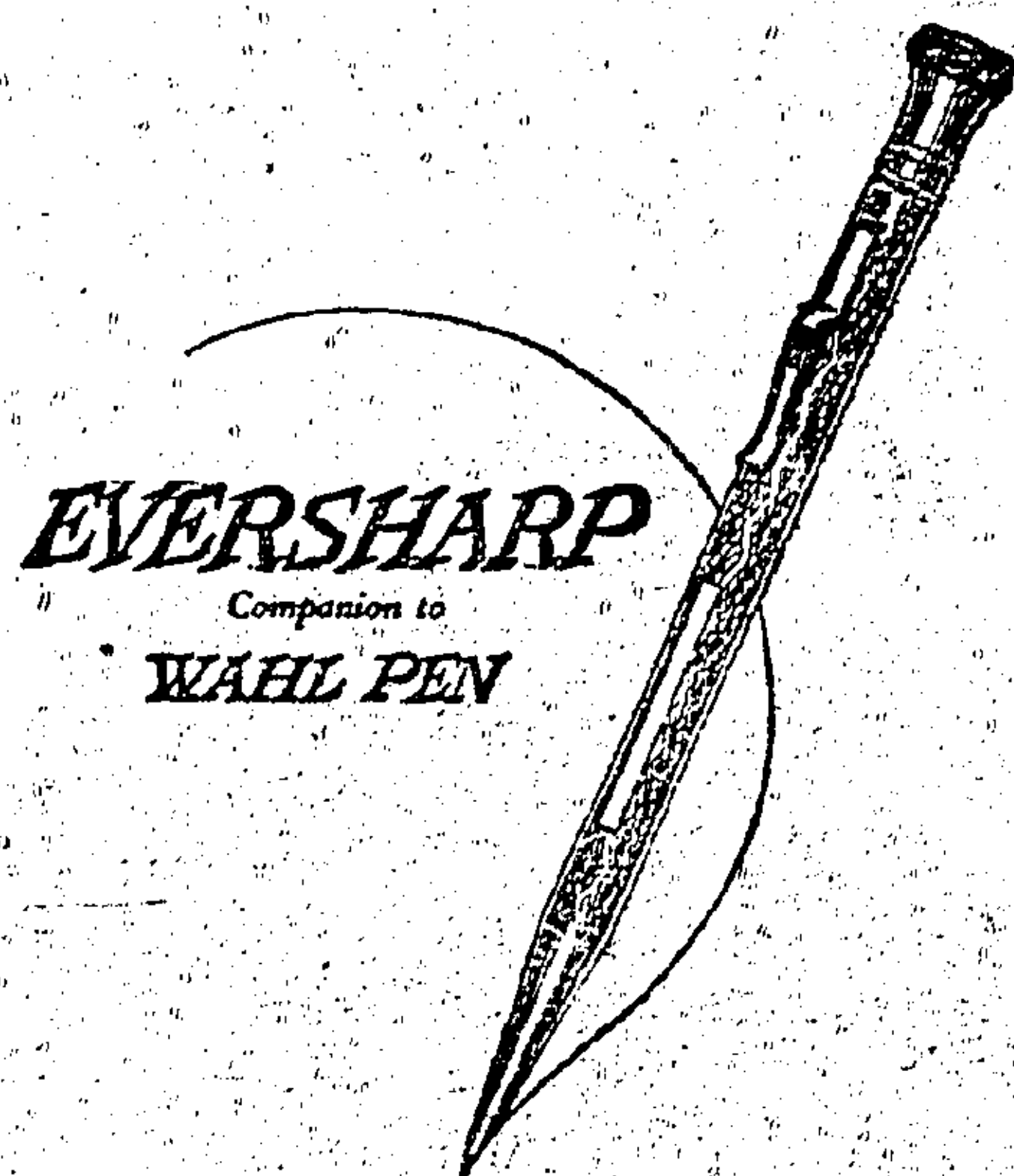
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MARRIAGE PROPOSALS
IN BOOKS.

THE OLD STYLE AND THE NEW.

"It's right, isn't it?" inquired the nice-looking, casual young hero. "You and me? Love and all that—oh—I knew it would come true all along!"

"Yes, you funny old Romeo," returned the heroine, bobbed-haired and modern to her finger-tips. "But say your speech now, like a good boy."

"Haven't got any dear," "You know," "That's all."

Then the madam (writes a correspondent) in a proposal heard in an up-to-date comedy recently, and it is fairly typical of the present day style of asking a lady's hand in marriage, as we know it, and as it is being recorded for posterity by the dramatists and novelists of the day.

HOW THEY USED TO DO IT.

But a step back into the past with me and listen to this:

"I have to tell you that for four years you have been growing into your story's heart, and that you are rooted there now. I have to declare that you have bewitched me, in spite of woe and experience, and differences of station and estate. You have so looked, and spoken, and moved, so shown me your faults and your virtues—beauties, rather, they are hardly as stern as virtues—that I love you—love you with my life and strength."

You are mine, I will never let you go. Wherever my home be, I have chosen my wife. If I cross the Atlantic, you will cross it also. Our lives are riveted, our lots intertwined."

LOVE-TALK.

There follows a long conversation, in which the lady, who is wealthy, is described by her lover as a leopardess in need of training, and then:

"Mr. Moore," said she, looking up with a sweet, open, earnest countenance, "teach me and help me to be good. I don't ask you to take off my shoulders all the cares and duties of property, but I ask you to share the burden, and to show me how to sustain my part as well. Your judgment is well-balanced, your heart is kind, your principles are sound. I know you are wise; I feel you are benevolent; I believe you are conscientious. Be my companion through life; be my guide where I am ignorant; be my master where I am faulty; be my friend always" to each other.

"So help me God, I will."

And a week later we find them still "Miss Keadler" and "Mr. Moore" to each other.

EARLY DAYS.

"But," you say, "did people really go on like that?"

It seems they did, for that is Shirley's wooing, and Charlotte Brontë knew her times.

If you think that an exaggerated specimen of the old style, take a Jane Austen proposal. Jane, whose stories have found a place in all our hearts, is admittedly the complete expression of domesticity, and her proud and haughty Mr. Darcy, so frightened to carry beneath him, sought the hand and heart of the strong-minded Elizabeth and Bennett thus:

"In vain have I struggled. It will not do. My feelings will not be repressed. You must allow me to tell you how ardently I love and adore you."

Or take a George Eliot example. Felix Holt, a way with Esther is charming, but it takes four pages in my edition and touches, among other things, on poverty and riches on follies and vices, on refinement, curls, the health of women, books, French agents and stocks, and at the end of it all Esther accepts Felix, dutifully calling attention to her own weakness and his strength and declaring that her husband must be greater and nobler than she. Which seems to have been the fashionable thing to do.

LOST BEAUTY.

Lastly, dear reader, turn again with me to what is perhaps the most boyishly charming and charmingly boyish proposal of marriage in all literature, to David Copperfield's, "scene" with Dora—I can call it nothing else for Dora hung her head and cried and trembled the whole time, and Jip, the dog, barked furiously. Read how David, dear, lovable young David (who of all the "back numbers" gives us most to pause in our admiration of later-day youth and wonder with slight misgivings if, in our efforts to sweep away all sickly sentiment we have not lost some of the sweetness) took Dora in his arms and told her he loved her, told her he should die without her, told her he idolized and worshipped her, and loved her every minute, day and night since he first saw her, loved her at that moment to distraction, should always love her to distraction.

THE MODERN IDEAL.

But do not let us deceive ourselves with those last two examples, extant in both of them. Courtship and marriage are on a better footing to-day than when men went down on bended knee to ask the heroine's hand and assure her they would love her for ever and ever. It is how a promise is kept, more than how it is made, that matters.

PORCELAIN COLOURS.

WOMEN'S DRESS DESIGNS FROM
MUSEUM PIECES.

Colour designs inspired by old porcelain are to be a feature of women's wear this summer, according to the *Drapers' Record*, which says:

French and English fabric manufacturers have provided a wealth of rich colour effects inspired by a study of old Chinese Porcelain and Sèvres.

It is from Sèvres we get the rich deep blue, the old rose, exquisite green gold, and the light touch of black in French silk and ribbon designs.

In making up plain silks or crepes in these porcelain colours an artistic sense of colour values is needed to achieve complete success.

At the London Museum the old world dresses and hats present many ideas in the way of colour scheme, cleverly made trimmings, and other useful details.

There are some "apricot" caps in nigger brown cloth that provide excellent ideas for women's sport or motor head-wear.

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SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON, HAMBURG, ROTTERDAM & ANTWERP—via Singapore, Colombo, Suez and Port Said.

"ATLAS MARU" ... Wednesday, 11th June.

RIO DE JANEIRO, SANTON & BUENOS AIRES—via Saigon, Singapore, Colombo, Durban and Capetown.

"CANADA MARU" ... Friday, 6th June.

BOMBAY via Singapore and Colombo.

"BORNEO MARU" (Calls at Penang) ... Wednesday, 4th June.

"SUNATRA MARU" ... Friday, 20th June.

BANGKOK, SAIGON via SINGAPORE.

"BUSHO MARU" ... Wednesday, 2nd July.

CALCUTTA via Singapore & Rangoon.

"GANGES MARU" (Calls at Penang) ... Thursday, 26th June.

VICTORIA, SEATTLE, TACOMA & VANCOUVER via Shanghai and Japan Ports.

"ARABIA MARU" ... Wednesday, 9th July.

NEW YORK via Japan Ports, San Francisco and Panama.

"HAYRE MARU" ... Beginning of July.

JAPAN PORTS—Mojji, Kobe, Osaka, Yokkaichi and Nagoya.

"AMAZON MARU" ... Saturday, 14th June.

"CELEBES MARU" ... Thursday, 18th June.

"ARIZONA MARU" ... Monday, 30th June.

KEELUNG via SWATOW & AMOY.

"AMAKUSA MARU" ... Sunday, 8th June, Noon.

"KAIFO MARU" ... Sunday, 15th June, Noon.

TAKAO via SWATOW & AMOY.

"KOTSU MARU" ... Thursday, 5th June, 10 a.m.

TAKAO & KEELUNG.

"BUSHO MARU" ... Sunday, 9th June.

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Karuizawa:—	Park Hotel	Nikko:—
Mikasa Hotel	Miyajima:—	Kanaya Hotel
Mampei Hotel	Miyajima Hotel	Osaka:—
Kobe:—	Nagasaki:—	Osaka Hotel
Oriental Hotel	Nagasaki Hotel	Shimonoseki:—
Tor Hotel	Japan Hotel	Sanyo Hotel
IN TAIWAN (FORMOSA):		
	Taipei:—	Taiwan Railway Hotel
IN CHOSON:		
Pusan:—	Changchun:—	Hotel (Mukden):—
Pusan Station Hotel	Yamato Hotel	Yamato Hotel
Keijo (Seoul):—	Dairen:—	
Chosen Hotel	Yamato Hotel	Ryogun (Port Arthur):—
Shingishin:—	Hoshigaura:—	Yamato Hotel
Shingishin Station Hotel	Yamato Hotel	

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ROMAN FORT SEARCH AT FOLKESTONE.

RELICS 1,600 YEARS OLD.

Excavations have been taking place on a Roman site on the East Cliff at Folkestone.

A series of rooms defined by low stone walls, has been exposed, in addition to a number of other walls, and a substantial semicircular bastion.

There is no doubt that the remains will cover a considerable area of ground, and the find is one of the most important archaeological discoveries of recent years in this country. Under the pickaxe and spades of 30 workmen the plan of the settlement is being rapidly revealed. The walls are in an excellent state of preservation.

Relics of the life of those who lived in the settlement about 1,600 years ago are being discovered, including ornamental pottery, metal instruments, tiles, bones, and oyster and mussel shells. Oysters were regarded as a great delicacy by the ancient Romans, as they are by the modern Englishmen, and are often found among Roman remains in Britain.

Although the remains are only a foot and a half below a flat field, there is a fascinating uncertainty as to what may be discovered and as to the area covered by the relics.

The discovery of a bastion near the edge of the cliff leads to the theory that the remains represent the site of a Roman fort. It is thought that the bastion may be the base of a watch-tower or a signal-tower, used as a link in the chain of communication between Dover and Lympne. It is also thought that it may have been a lighthouse.

The discovery was made by Mr. S. E. Winbolt, a Christ's Hospital classical master and a keen archaeologist, who heard that there was a Roman drain in the cliff side at East Cliff. He went to the spot and saw three abutments of Roman wall there. He started digging, and at a depth of 1 ft. found the walls.

Folkestone Corporation has made a grant of £150 towards the expenses of the excavation, which Mr. Winbolt is carrying on in his holiday, with the assistance of his daughter.

FRESHCOES FOUND.

After removing the filling of a brick archway Mr. Winbolt came to the conclusion that it is the entrance to a furnace. Search is to be made for a hypocaust—a shallow heating chamber used under bath and living rooms in Roman buildings.

Fragments of frescoes painted in various colors, including blue, green, and black, were also found while five more rooms, continuing the series already found, were unearthed.

Two chambers have also been exposed at the cliff edge separated by walls of thick brick.

Mr. Winbolt said that in his opinion the remains are those of some kind of military station.

"One wall we have unearthed is over 6 ft. long and another runs continuously for 55 ft."

OLD LONDON.

PORTIONS OF THE CITY WHICH HAVE WANDERED ABROAD.

A determined effort ought to be made to prevent London from wandering far afield (writes the Morning Post). This Empire spirit, however much it is to be applauded in the Hebrides, ought not to be encouraged in the capital of the Empire itself. Yet what do we find? That not only the people of London, but pieces of London itself go abroad.

It is just announced that a new hall has been opened in connection with the Harlequin Theatre. It has been built by volunteer labour, which is all to the good; but it is said to contain windows taken from the monastery at Whitefriars, which is very much to be regretted, unless it be that the said windows, in default of finding an abiding place, at Harlequin, were in danger of being the fate that Thomas Downing handed out to "images" in Suffolk.

These relics of old London may be found in many parts of the country far afield. Temple Bar, for instance, after being pulled down about 50 years ago to make room for an increase of traffic, has been re-erected at Theobald's Park, where it does duty as an entrance gate. London wants it back, but the attitude of the owner is like that of.

The miser, who says no word to indicate a doubt.

But he puts his thumb up to his nose and spreads his fingers out.

The famous Clifton suspension bridge once spanned the Thames, near to where Charing Cross Bridge now stands. Alder shot rejoices in the possession of a colossal statue of the Duke of Wellington that formerly surmounted the triumphal arch opposite Hyde Park Corner; while on the village green at Weybridge towers the lofty stone column that once stood in the centre of Seven Dials. If you would mark the statue of King Charles I., which formerly stood in Soho-square, you must go to Harrow Weald. At Holmshurst, near Hastings, is the original of the group of statuary, representing Queen Anne surrounded by figures emblematic of England, France, Ireland, and the North American Colonies, which used to stand opposite St. Paul's Cathedral prior to the erection of the present replica. With the advantage of the fact that in front of the good Queen stood a much-frequented tavern.

Brandy Nod. Brandy Nod. You're left in the lurch. Your face to the gin-shop. Your back to the church.

So one might go on with the long catalogue of these transported relics. The process ought to be stopped at once, or the bits of Waterloo Bridge, now crumbling to decay, will be finding their way into country gardens, and the New Zealand larder will not be able to find even an arch of London Bridge standing from which to sketch the ruins of St. Paul's.



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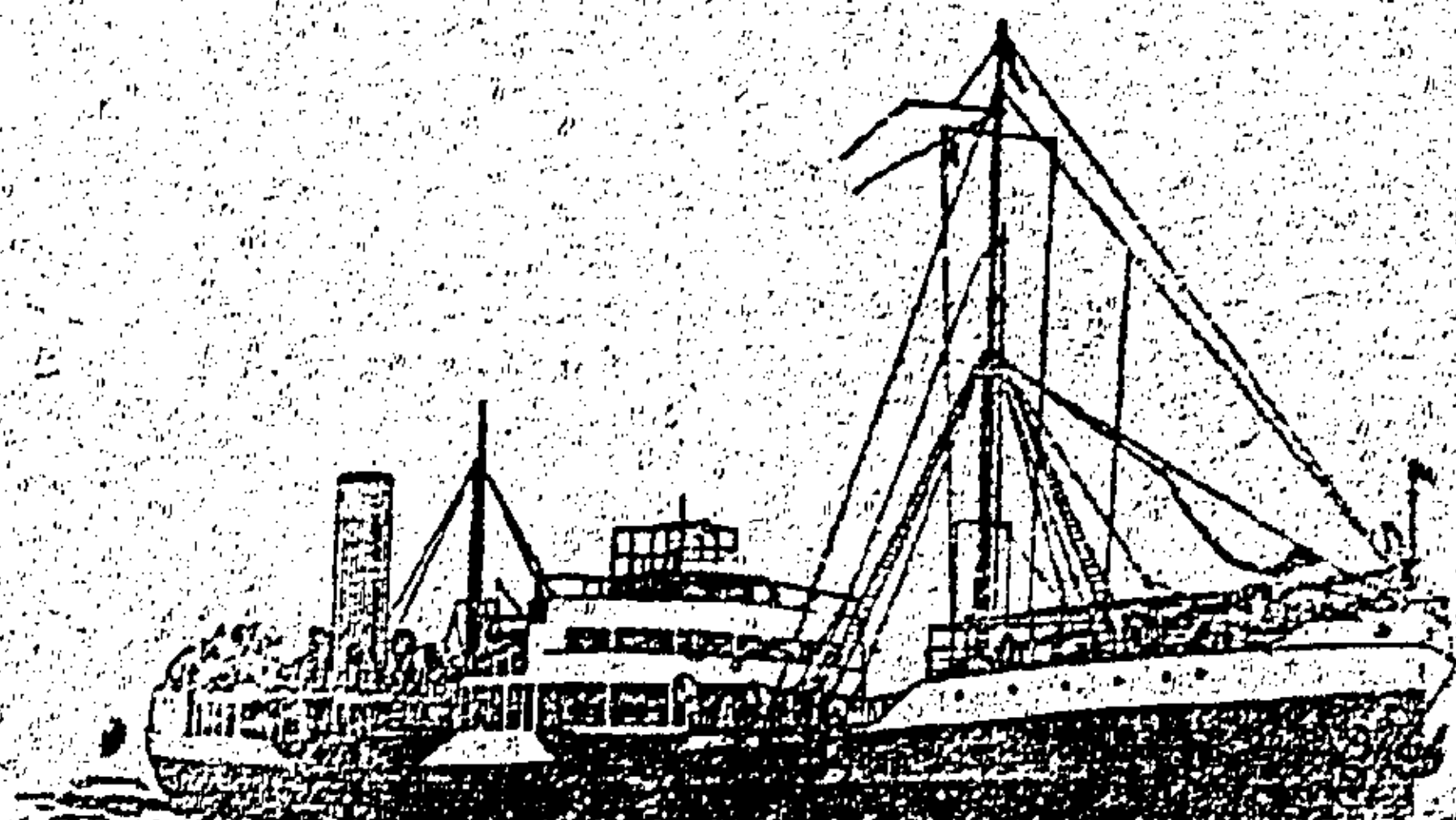
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SAILINGS SUBJECT TO ALTERATION.

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SANDAKAN ... "MAUSANG" ... Friday, 8th June, 1 p.m.

MANILA via AMOY ... "SUHANG" ... Saturday, 7th June, 3 p.m.

SHANGHAI via SWATOW ... "KWONGSANG" ... Sunday, 8th June, 10 a.m.

HAIPHONG via HOIHOW ... "LEESANG" ... Sunday, 8th June, 10 a.m.

BANGKOK via SWATOW ... "CHASANG" ... Tuesday, 10th June, 10 a.m.

KORE via SHANGHAI & MOJI ... "KUTSANG" ... Wednesday, 11th June, 7 a.m.

TSINGTAU via SWATOW & SHANGHAI ... "TAKSANG" ... Wednesday, 11th June, 10 a.m.

TIENSIN ... "CHUSANG" ... Wednesday, 11th June, 10 a.m.

SHANGHAI via SWATOW ... "CHUSANG" ... Friday, 13th June, 10 a.m.

RANGKOK via HOIHOW ... "CHUSANG" ... Saturday, 14th June, 10 a.m.

STRAITS & CALCUTTA ... "FOOKSANG" ... Saturday, 14th June, 3 p.m.

HAIPHONG via HOIHOW ... "MINGSANG" ... Sunday, 15th June, 10 a.m.

KORE via MOJI ... "LAISANG" ... Sunday, 22nd June, 7 a.m.

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"GLENBEG"	10th July.	"GLENBEG"	London, Rotterdam & Hamburg.

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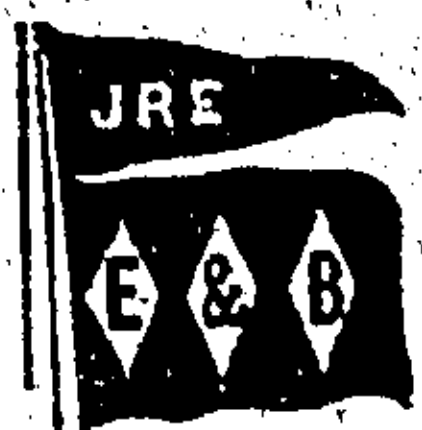
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"CITY OF LAHORE" 7th Dec Marseilles, London, etc.

FARES TO LONDON.

SINGLE 1st Class "A" £2 5s. "B" £2 8s. 2nd Class "A" £1 5s. "B" £1 8s.
RETURN "A" £4 10s. "B" £4 16s. "C" £3 10s. "D" £3 16s.
Cargo Steamer. Saloon Passage £62.

For further particulars, apply to—

THE BANK LINE, LTD.

HOLYOAK, MASSEY & Co., Ltd., CANTON.

BOSTON AND NEW YORK

Joint Service of the

"BLUE FUNNEL" LINE

(OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong

S.S. "DIOMED" via Suez Canal 11th June.
S.S. "MENELAUS" via Suez Canal 21st June.
S.S. "CITY OF SHANGHAI" via Suez Canal 1st July.Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For Freight and Particulars, apply to—

BUTTERFIELD & SWIRE OR THE BANK LINE, LTD., HONGKONG.
HONGKONG AND CANTON. HOLYOAK, MASSEY & CO., LTD., CANTON.

M. MESSAGERIES MARITIMES M.

SERVICES CONTRACTUELS

Mail Steamers	Next Sailings from Marseilles	Pro. Arr. at Hkgs and Sailings for S'hai and Japan	Probable Sailings from Hongkong for Marseilles
AMBOISE	—	—	8th June
CHANTILLY	—	—	22nd June
ANGEAIS	8th May	9th June	6th July
PORTOIS	22nd May	23rd June	20th July
AMAZONE	5th June	7th July	3rd Aug.
ANGKOR	13th June	21st July	17th Aug.

RATES OF PASSAGE MONEY TO MARSEILLES

(Including Table Wine and Free Doctor's Attendance).
A CLASS (1st Class) £2 5s. 6d. B CLASS (1st Class) £2 8s. 6d.
STEAMERS 12nd £2 5s. 6d. STEAMERS 12nd £2 8s. 6d.

Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boats).

S.S. "MIN" from DUNKIRK, LONDON & HAVRE is due

to arrive End of June.

Sailings subject to alteration without notice.

For full Particulars, apply to—

MESSAGERIES MARITIMES CO.,
21, QUAI DE LA SEINE, PARIS.
CONSIGNATION—TRANSIT—REPRESENTATION.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE OF Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HAI-NING Capt. W. C. Pasmore Friday, 6th June, at 4 p.m.
HAI-PONG Capt. Ellis Walker Tuesday, 10th June, at 3 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,

General Manager.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON

and

NEW YORK

S.S. "ROMAN PRINCE" 16th June.
S.S. "EASTERN PRINCE" 1st July.
S.S. "GABRIEL PRINCE" 18th July.

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

Telephone: Central 3165
Telegrams (Furness)
(Incorporated in Great Britain)
St. George's Building.P. & O. British India
Apcar and
Eastern & Australian
Lines(COMPANIES INCORPORATED IN ENGLAND).
MAIL AND PASSENGER SERVICES
STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
NEW ZEALAND & QUEENSLAND PORTS, RED SEA,
EGYPT, EUROPE, ETC.PENINSULAR AND ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"SIGILIA"	6,813	11th June, Noon	Spore, Penang, Colombo & B'bay
"KASHGAR"	8,840	14th June, Noon	Mars, London & Antwerp
"MOORE"	10,911	28th June	do
"KIDDERPORE"	5,334	30th June	Spore, Penang, Colombo & B'bay
"SOUHAN"	6,686	10th July	Spore, Penang, Colombo & B'bay
"KARMAHA"	8,668	12th July	Mars, London & Antwerp
"MALWA"	10,941	26th July	do
"SIGILIA"	6,813	9th Aug.	Spore, Penang, Colombo & B'bay
"KASHGAR"	8,840	22nd Aug.	Mars, London & Antwerp
"MOORE"	10,911	23rd Aug.	do
"KIDDERPORE"	5,334	4th Sept.	Spore, Penang, Colombo & B'bay
"SOUHAN"	6,686	17th Sept.	Mars, London & Antwerp
"KARMAHA"	8,668	20th Sept.	do
"MALWA"	10,941	4th Oct.	Spore, Penang, Colombo & B'bay
"SIGILIA"	6,813	18th Oct.	Mars, London & Antwerp
"KASHGAR"	8,840	1st Nov.	do
"MOORE"	10,911	15th Nov.	do
"KIDDERPORE"	5,334	28th Nov.	do
"SOUHAN"	6,686	12th Dec.	do

BRITISH INDIA-APCAR SAILINGS

"TORILLA"	5,205	14th June	Singapore, Penang & Colombo
"TALMA"	10,000	20th June	Singapore, Penang & Calcutta
"JAPAN"	6,052	5th July	Singapore, Penang & Calcutta

EASTERN AND AUSTRALIAN SAILINGS (South)

"ARAFURA"	8,000	23d July	Medla, Samskara, Thursday
"ST. ALBANS"	4,000	30th July	Island, Samskara, Brisbane
"KASHGAR"	8,840	27th Aug.	Sydney & Melbourne

Frequent connections from Australia with the following—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal, San Francisco, etc.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for South Africa via London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"TALMA"	10,000	5th June, D.L.	Amoy, Moji & Kobe
"KIDDERPORE"	5,334	6th June	Shanghai & Kobe
"ARAFURA"	8,000	12th June	Moji & Kobe
"KARMAHA"	8,668	13th June	Singapore, Moji & Kobe
"SOUHAN"	6,686	14th June	Shanghai
"SIGILIA"	6,813	15th June	Moji & Kobe
"KASHGAR"	8,840	20th June	Moji & Kobe
"MALWA"	10,941	27th June	Singapore, Moji & Kobe
"ST. ALBANS"	4,000	5th July	Moji & Kobe
"DEVANHA"	2,092	11th July	Singapore, Moji & Kobe
"TAKADA"	5,918	21st July	Moji & Kobe
"MANFUA"	13,212	21st July	Singapore, Moji & Kobe
"SIGILIA"	6,813	26th July	Shanghai
"YAGUOYA"	4,854	1st Aug.	Singapore, Moji & Kobe
"EASTERN"	4,000	2nd Aug.	Moji & Kobe
"SARDINIA"	6,686	8th Aug.	Singapore & Kobe
"KALYAN"	9,118	8th Aug.	Shanghai, Moji & Kobe
"KASHGAR-I-HIND"	11,430	22nd Aug.	do
"KASHMIR"	8,840	30th Sept.	do
"ARAFURA"	8,000	6th Sept.	Moji & Kobe
"MOORE"	10,911	12th Sept.	Singapore, Moji & Kobe
"KASHGAR"	8,840	3rd Oct.	do
"ST. ALBANS"	4,000	4th Oct.	Moji & Kobe
"MALWA"	10,941	18th Oct.	Singapore, Moji & Kobe
"KASHGAR"	8,840	1st Nov.	do
"EASTERN"	4,000	1st Nov.	Moji & Kobe
"MANFUA"	10,941	15th Nov.	Singapore, Moji & Kobe
"KASHGAR"	8,840	23rd Nov.	do
"ARAFURA"	8,000	8th Dec.	Moji & Kobe
"MACDONALD"	11,069	18th Dec.	Singapore, Moji & Kobe

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.
All Cabins are fitted with Electric Fans free of charge.
Parcels Measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.

22, Des Voeux Road Central, HONGKONG Agents.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamers	Date of Departure
SHANGHAI	"SHANSI"	On 4th June, 3 p.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"KUEIKHOW"	On 4th June, 4 p.m.
SWATOW & SHANGHAI	"LINAN"	On 5th June, 3 p.m.
SHANGHAI	"KASHING"	On 6th June, 4 p.m.
SHANGHAI & TSINGTAO	"YINGCHOW"	On 7th June, 3 p.m.
AMOI, SWATOW & SINGAPORE	"KANGSU"	On 8th June, 3 p.m.
SWATOW & SHANGHAI	"SHANTUNG"	On 9th June, 3 p.m.
SHANGHAI & NEWCHANG	"NEWCHANG"	On 9th June, 3 p.m.
HOIHOW, PAKHOI & HAIPHONG	"CHENAN"	On 10th June, 10 a.m.
AMOI & SHANGHAI	"SOOCHOW"	On 10th June, Noon
SWATOW & BANGKOK	"KAYING"	On 10th June, 2 p.m.
SHANGHAI	"KWANGSE"	On 11th June, 3 p.m.
HOIHOW, SINGAPORE & BANGKOK	"CHINHA"	On 12th June, 3 p.m.
SWATOW & SHANGHAI	"HANTAYO"	On 12th June, 3 p.m.
SHANGHAI	"NANNING"	On 13th June, 3 p.m.

SHANGHAI LINE.—Excellent Saloon accommodation, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (via Swatow and extending to Fokow) Tuesdays (via Amoy) Thursdays (via Swatow) and Saturdays (direct extending to Tientsin). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

BANGKOK LINE.—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single berth cabins.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.

Telephone Central 38.

Agents.

CARGO AND PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATION

Steamer	Arr. Hongkong from Australia	Leaves Hongkong for Kobe, Osaka, Yokohama & Moji
"KUT"	30th June	3rd July
Steamer	Arr. Hongkong from Australia	Leaves Hongkong for Manila, Sandakan, Thure, It & Ant. Ports
"TAIYUAN"	5th July	10th July

This Steamer is fitted with Refrigeration Machinery, ensuring a plentiful supply of Ice Fresh Provision, etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A fully qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian Ports.

For Freight and passage, apply to— BUTTERFIELD & SWIRE, Agents.

Telephone No. Central 38.

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR NEW YORK AND BOSTON VIA SUEZ.

S.S. "BOLTON CASTLE" Sails on or about 9th June

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR
BRINDISI, VENICE AND TRIESTE (Fiume).TAKING CARGO ON THROUGH BILLS OF LADING TO
GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND
DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

£66.

NEXT SAILINGS.

OUTWARD FOR YOKOHAMA, KOBE AND MOJI.

S.S. "GERANIA" Sails about 20th June.
S.S. "ROSANDRA" Sails about 3rd July.
S.S. "BRENTA" Sails about 20th July.
S.S. "VENEZIA" Sails about 3rd August.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "DUCHESSA D'AOSTA" Sails 7th June.
S.S. "SILVIO PELLICO" Sails about 4th July.
S.S. "NIPPON" Sails about 8th July.
S.S. "GERANIA" Sails about 5th August.
S.S. "ROSANDRA" Sails about 8th August.
S.S. "BRENTA" Sails about 5th September.
S.S. "VENEZIA" Sails about 8th September.

NATAL LINE OF STEAMERS.

FOR CALCUTTA COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMZUMBI" Sails about 10th June.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED,

Telephone Central 1030.

Agents.

STRUTHERS & BARRY

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE.

FOR SAN FRANCISCO AND LOS ANGELES
FROM HONGKONG BY DIRECT ROUTE.U.S.S. "WEST CHOPAKA" Due Hongkong 2nd June
Leave Hongkong 4th June
U.S.S. "WEST CARMONA" Due Hongkong 13th June
Leave Hongkong 14th JuneCARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO
WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS.
THROUGH BILLS OF LADING ISSUED TO U.S.
AND CANADIAN OVERLAND POINTS.

FOR MANILA, CEBU AND ZAMBOANGA.

U.S.S. "WEST CAJON" Due Hongkong 2nd July
Leave Hongkong 4th July
THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.FOR SAIGON, SINGAPORE, ZAMBOANGA, CEBU
AND MANILA.U.S.S. "WEST MONTOP" Due Hongkong 8th June
Leave Hongkong 11th June

For Full Information, Apply to—

STRUTHERS AND BARRY,

L. EVERETT, General Agent for
YAPAN, CHINA, PHILIPPINES,
INDO-CHINA STRAITS & JAVA.1st Floor, Queen's Building
Phone No. Central 3000.
G. P. BRADFORD,
Res. Agent.

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Yamashita Steamship & Mining Co., Ltd.

Steamship Owners, Shipping & Marine Insurance Broker.
Coalmine Owners, General Coal Merchant.

REGULAR FREIGHT & PASSENGER SERVICE

KEELUNG, HONGKONG, CANTON & HAIPHONG.

SAILING FROM HONGKONG.

For CANTON

For HAIPHONG via Hoihow & Pakhoi

For KEELUNG via Swatow & Amoy

S.S. "FANTO MARU No. 1" on or about 9th June.

For further particulars, please apply to—

Branch Office
No. 27, Bonham Street West.
Tel. Central No. 105.S. MITARAI, Agent.
Top Floor King's Building.
Tel. Central No. 140 & 445.

